

FOR USE OF FOREST LAND FOR NON FOREST PURPOSE FOR ' WIDENING OF EXISTING 2 LANE ROAD TO 4 LANE ROAD FROM BANKIBAHAL TO KANIKA RAILWAY SIDING FROM 0.00 TO 25.750KM

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PARAMETER FOR EVALUATION OF BENEFIT NOT WITHSTANDING LOSS OF FOREST

SL. NO.	PARAMETER	SOCIAL AND ECONOMIC DEVELOPMENT AFTER EXPANSION OF
1	Industrial Growth	This Road will connect The Coal mines at bankibahal to kanika railway siding facilitating the transportation of coal and it generate maximum revenue for the state government. Expansion of this road will attract private pirty to set industries as this road will connect coal corridor road and it will improve the revenue generation and development of the state.
2	Tribal Zone	The district is a tribal district and this road passes through the tribal areas. Expansion of this road will provide a improve and safe connecting to local villages which expand the scope of work and will improve the life style
3	Small and Medium scale industry	Expansion of this road will provide connectivity to the other parts of the state as this road will be connected to the coal corridor road . There fore this road will attract small and medium scale industries to develop and grow which improve the growth rate of state.
4	Employment	Expansion of this road generate employment for local people resulting improve of Life Cycle of people.
5	Reduce Accidental Zone	Widenng of this road will decrease the number of accidents happened
6	Saving of Fuel Consumption	Widenng of this road will provide safe,one way and smooth ride availability of vehicles. It will lead to saving of fuel consumption.
7	Income of Traffic	This road will connect to the Jharsuguda district as well as to the coal corridor road and subsequently to rourkela and other state, the traffic may increase in many folds which will lead to employment generation and other revenue generation to the state.


 EXECUTIVE ENGINEER
 SUNDARGARH (R&B) DIVISION
 SUNDARGARH

PARAMETERS FOR EVALUATION OF BENEFIT NOT WITHSTANDING LOSS OF FOREST

Sl.No.	Parameters	Amount
1	Benefit to economy and royalty towards production and transportation of coals ie 65x100,00,000tons=65 crore B. Employment Generation ie 4000 nos 4000x150x360=21.60 crore	86.6 crore
2	Construction cost of Expansion of existing 2- lane to 4- lane with paved shoulder from 0.00 km to 25.750km	285.18 crore
3	Operation and Maintenance Cost of the Road per year=2.85 crore	2.85 crore
4	Revenue generation from other state due to good connectivity= 20 crore	20 crore
5	Revenue generation from setting up of Industry,employment generation	20 crore
6	Saving of Fuel,Reduce accident	5 crore
7	Revenue from natural materials for the construction of the road= 10 crore	10 crore
		429.63 crore

EXECUTIVE ENGINEER
SUNDARAGARH (R&B) DIVISION
SUNDARAGARH

SUMMARY OF COST BENEFIT ANALYSIS (RATIO)

1	Total Loss per annum due to loss of timber, fire wood, minor forest product and environmental loss	2.03	crore
2	Total benefit per annum to the economy due to the four lanning of the existing 2- lane road	429.63	crore
Hence the cost benefit ratio of this project is 1.:225			

EXECUTIVE ENGINEER
SUNDARGARH (R&B) DIVISION
SUNDARGARH

